

Amendments to the Claims:

1. (Canceled)

2. (Canceled).

3. (Previously Presented) Drive arrangement as claimed in claim 37, wherein the driver is a guide pin engaged in a guide path in the carrier element.

4. (Previously Presented) Drive arrangement as claimed in claim 37, wherein the drive element engages a first guide point on the intermediate pivot lever which is guided in a first guideway for provision on a vehicle body.

5. (Previously Presented) Drive arrangement as claimed in claim 4, wherein a second guide point is provided on the intermediate pivot lever, and where the second guide point is positioned, along a path in a direction perpendicular to the direction of motion of the drive element, at a location which is determined by the position of the carrier element along the path of motion of the carrier element.

6. (Previously Presented) Drive arrangement as claimed in claim 5, wherein the intermediate pivot lever is guided at the second guide point by a second guideway for provision on the vehicle body, the guideways controlling pivoting motion of the intermediate lever.

7. (Original) Drive arrangement as claimed in claim 6, wherein the first guideway and the second guideway run parallel to each other over one section thereof and divergently relative to each other over another section thereof.

8. (Currently Amended; Withdrawn) Drive arrangement as claimed in claim 5, 6, further comprising a lock element mounted on the carrier element and which, in the direction perpendicular to the direction of motion of the drive element, forms a contact surface for the

second guide point of the intermediate pivot lever, the lock element being actuated to clear the second guide point in the direction perpendicular to the direction of motion of the drive element when the carrier element reaches a predetermined position.

9. (Withdrawn) Drive arrangement as claimed in claim 8, wherein the lock element is pre-stressed into the position which blocks the second guide point, actuation of the lock element taking place by displacement of the lock element in the direction of motion of the drive element.

10. (Withdrawn) Drive arrangement as claimed in claim 8, wherein a stop element for mounting on a vehicle body is provided for actuating the lock element in the end area of the carrier element to release the second guide point; and wherein a guide cam for mounting on a vehicle body is provided for the second guide point in an area of the stop element.

11. (Withdrawn) Drive arrangement as claimed in claim 10, wherein the guide cam for the second guide point is formed by a contact surface.

12. (Original) Drive arrangement as claimed in claim 5, wherein the driver lies between the two guide points.

13. (Previously Presented) Drive arrangement as claimed in claim 37, wherein the drive element comprises a compressively-stiff cable.

14. (Previously Presented) Drive arrangement as claimed in claim 37, wherein the carrier element is guided along a guide rail.

15. (Previously Presented) Drive arrangement as claimed in claim 37, wherein the carrier element is a connecting rod for coupling to a body-mounted point and also to a roof part which is pivotable, in an installed state of the drive arrangement, into a stowage space of a motor vehicle, and wherein the connecting rod is pivotable along a path which is dictated by the body-mounted point.

16. (Original) Drive arrangement as claimed in claim 15, wherein the driver is movably guided in the radial direction on the connecting rod.

17. (Previously Presented) Drive arrangement as claimed in claim 16, wherein the driver comprises a guide pin which is disposed in a guide slot in the connecting rod.

18. (Canceled).

19. (Previously Presented) Drive arrangement as claimed in claim 38, wherein a radial distance of a connection point of the drive element to the intermediate lever from the body-mounted point of the connecting rod is constant over a range of pivoting movement of the connecting rod.

20. (Previously Presented) Drive arrangement as claimed in claim 19, wherein the drive element engages the intermediate lever via a slider, the slider being guided in an arc-shaped guideway that has a center point which is the body-mount point for coupling to the connecting rod.

21. (Previously Presented) Drive arrangement as claimed in claim 15, wherein the drive element engages the intermediate lever at a point which lies radially farther to the outside than the driver.

22. (Previously Presented) Drive arrangement as claimed in claim 15, wherein the radial distance of the guide point of the intermediate lever from the body-mounted point for coupling to the connecting rod varies with the pivot position of the connecting rod.

23. (Previously Presented) Drive arrangement as claimed in claim 22, wherein the radial distance of the guide point of the intermediate lever from the body-mounted point for coupling to the connecting rod decreases at the end of the pivoting motion of the connecting rod and is otherwise substantially constant.

24. (Currently Amended) Drive arrangement as claimed in claim 38, ~~wherein the connecting rod has a coupling point for mounting on a vehicle body; and~~ wherein the guide point of the intermediate lever is guided in a vehicle body mounted guideway, the guideway running around the first coupling point of the connecting rod at a radius which depends on the pivot angle of the connecting rod.

25. (Previously Presented) Drive arrangement as claimed in claim 38, wherein a lock element is mounted on the connecting rod and which forms a contact surface for the guide point of the intermediate lever in a radial direction, the lock element being actuated to clear the guide point in the radial direction depending on the pivot position of the connecting rod.

26. (Original) Drive arrangement as claimed in claim 25, wherein the lock element is pre-stressed into the position which blocks the guide point.

27. (Original) Drive arrangement as claimed in claim 25, wherein the lock element has an actuation direction which is in an essentially tangential direction relative to the path of motion.

28. (Previously Presented) Drive arrangement as claimed in claim 25, wherein a stop element for mounting on a vehicle body is provided for actuating the lock element in the end area of the carrier element to release the guide point; and wherein a guide cam for the guide point for mounting on a vehicle body is provided in an area of the stop element.

29. (Original) Drive arrangement as claimed in claim 28, wherein a guide curve for the guide point has a decreasing radius with respect to the body-mounted point to which the connecting rod is adapted to be coupled.

30. (Original) Drive arrangement as claimed in claim 29, wherein the guide cam for the guide point is a contact surface.

31. (Previously Presented) Drive arrangement as claimed in claim 37, wherein a bearing lever is provided for coupling to a point on a vehicle body, which has a hinge for coupling to movable roof parts, and which forms a four-bar mechanism arrangement for a pivot element together with the carrier element.

32. (Canceled).

33. (Previously Presented) Motor vehicle as claimed in claim 39, wherein the carrier element is a connecting rod which is coupled to a body-mounted point and is also coupled to the roof part which is pivotable into a stowage space of the motor vehicle body, and wherein the connecting rod is pivotable along a path which is dictated by the body-mounted point.

34. (Previously Presented) Motor vehicle as claimed in claim 33, wherein the roof part which is pivotable is a roof cassette into which said at least one movable roof part is rearwardly displaceable from a position thereof which closes the motor vehicle roof to a position thereof which clears the roof opening, and wherein the stowage space is located in the rear of the motor vehicle.

35. (Previously Presented) Motor vehicle as claimed in claim 39, wherein a guide point of the intermediate lever is guided in a guideway mounted on the vehicle body, the guideway running around a coupling point of the connecting rod at a radius which depends on the pivot angle of the connecting rod.

36. (Original) Motor vehicle as claimed in claim 35, wherein a stop element is mounted on the vehicle body for actuating the lock element in the end area of the carrier element to release the guide point; and wherein a guide cam for the guide point is mounted on the vehicle body in an area of the stop element.

37. (Currently Amended) Drive arrangement for a motor vehicle roof with a movable roof part, comprising:

a carrier element having a given path of motion relative to a motor vehicle body, in an

installed state of the drive arrangement, and a coupling point for connection to the movable roof part; and

a drive element which is mounted so as to be movable relative to the carrier element in defined directions of movement,

an intermediate pivot lever, a first part of said intermediate lever being pivotally connected to a driver and at least one guide ~~for guiding at least one other part~~, and

said driver having a path of movement which is perpendicular to the defined directions of movement of the drive element relative to said carrier element, said driver being pivotably and displaceably connected to said carrier element in a manner enabling a drive force applied by the drive element to be transmitted to the carrier element for displacing the carrier element along said given path of motion dependent on a then current pivot position of the intermediate lever along said at least one guide and a then current position of the carrier element along the path of motion.

38. (Currently Amended) Drive arrangement for a motor vehicle roof with a movable roof part, comprising:

a carrier element having a given path of motion relative to a motor vehicle body, in an installed state of the drive arrangement, and

a drive element which is mounted so as to be movable relative to the carrier element,

an intermediate pivot lever, a first part of said intermediate lever being pivotally connected to a driver and at least one guide ~~for guiding at least one other part~~, and

said driver having a path of movement relative to said carrier element, said driver having a pivotable and displaceable connection to said carrier element in a manner enabling a drive force applied by the drive element to be transmitted to the carrier element for displacing the carrier element along said given path of motion dependent on a then current pivot position of the intermediate lever along said at least one guide and a then current position of the carrier element along the path of motion;

wherein the carrier element is a connecting rod having a first coupling point for coupling to a body-mounted point and also a second coupling point for coupling to a roof part which is pivotable, in an installed state of the drive arrangement, into a stowage space of a motor vehicle; and wherein the connecting rod is pivotable along a path which is dictated by

the body-mounted point; wherein the driver is movably guided on the connecting rod in the a radial direction relative to said first coupling point by the pivotable and displaceable connection; and wherein a radial position of a guide point of the intermediate lever is determined by the pivot position of the connecting rod and the position of the intermediate lever along said at least one guide, and

wherein the driver is located between the drive element and the guide point.

39. (Currently Amended) Motor vehicle comprising:

a vehicle body,

at least one movable roof part for closing and opening a roof opening of the vehicle body, and

a drive arrangement having:

a carrier element having a given path of motion relative to the motor vehicle body and a coupling point for connection to the movable roof part; and

a drive element which is mounted so as to be movable relative to the carrier element,

an intermediate pivot lever, a first part of said intermediate lever being pivotally connected to a driver, and

said driver having a path of movement which is perpendicular to the movement of the drive element relative to said carrier element, said driver being pivotably and displaceably connected to said carrier element in a manner enabling a drive force applied by the drive element to be transmitted to the carrier element for displacing the carrier element along said given path of motion dependent on a then current pivot position of the intermediate lever and a then current position of the carrier element along the path of motion.